

accelerated approval of the proposal is appropriate in order to allow the Phlx to continue to have rules in place for OTC/UTP trading. Further, the Phlx OTC/UTP Pilot Program and the accompanying rules have been noticed previously in the **Federal Register** for the full statutory period, and the Commission received no comments on the proposal.¹¹

It is therefore ordered, pursuant to Section 19(b)(2)¹² that the proposed rule change is hereby approved on a pilot basis through February 12, 1996.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.¹³

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 95-20254 Filed 8-15-95; 8:45 am]

BILLING CODE 8010-01-M

Issuer Delisting; Notice of Application To Withdraw From Listing and Registration; (Tridex Corp.; Common Stock, No Par Value) File No. 1-5513

August 10, 1995.

Tridex Corporation ("Company") has filed an application with the Securities and Exchange Commission ("Commission"), pursuant to Section 12(d) of the Securities Exchange Act of 1934 ("Act") and Rule 12d2-2(d) promulgated thereunder, to withdraw the above specified security ("Security") from listing and registration on the American Stock Exchange, Inc. ("Amex").

The reasons alleged in the application for withdrawing the Security from listing and registration include the following:

According to the Company, the Board of Directors of the Company adopted resolutions on July 19, 1995 to withdraw the Security from listing on the Amex and instead, to list such Security on the National Association of Securities Dealers Automated Quotations National Market System ("Nasdaq/NMS").

The decision of the Board followed a thorough study of the matter and was based upon the belief that listing the Security on the Nasdaq/NMS will be more beneficial to the Company's stockholders than the present listing on the Amex for the following reasons. According to the Company, there seems to be a hesitance on the part of many trading firms to trade or market the Security on the Amex. This, the Company believes, has resulted in the

usually thin trading in the Security. The Company also believes money managers, taking a position in stock of companies of our size, prefer to work with a specific market know and trust, rather than deal with an Amex specialist. Further, the Company believes that greater sponsorship is available in the Nasdaq/NMS through market makers, and these market makers are more likely to issue research reports on the Company. Overall, the Company believes that listing on the Nasdaq/NMS will improve the visibility of the Company's Security and enhance the corporate image.

Any interested person may, on or before August 31, 1995, submit by letter to the Secretary of the Securities and Exchange Commission, 450 Fifth Street, N.W., Washington, D.C. 20549, facts bearing upon whether the application has been made in accordance with the rules of the exchanges and what terms, if any, should be imposed by the Commission for the protection of investors. The Commission, based on the information submitted to it, will issue an order granting the application after the date mentioned above, unless the Commission determines to order a hearing on the matter.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.

Jonathan G. Katz,

Secretary.

[FR Doc. 95-20255 Filed 8-15-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent (NOI) To Prepare a Programmatic Environmental Assessment (EA) and Four Site-Specific Environmental Assessments (EAs) for the Proposed National Wide Area Augmentation System (WAAS)

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare a Programmatic EA for four site-specific EAs.

SUMMARY: The Federal Aviation Administration (FAA) announces its intent to prepare a programmatic environmental assessment (EA) and four site-specific environmental assessments (EAs) for the proposed construction and operation of the following:

(1) A nationwide system of hardware and software, and

(2) Four antenna sites, called ground earth stations (GESs), collectively known as the Wide Area Augmentation System (WAAS). The WAAS will receive, process, correct data from Global Positioning System (GPS) satellites, and transmit navigation corrections to communication satellites. An aircraft equipped with a WAAS receiver will navigate using the signals from the communication satellites. This satellite-based navigation system will provide better navigation information to aircraft, thus enhancing safety. Senate Report 103-310 of the Committee on Appropriations, Department of Transportation and Related Agencies Appropriations, fiscal year 1995, stated that the WAAS schedule "should be accelerated to enable a quicker realization of what promises to be significant benefits to aviation system users."

The FAA is conducting a scoping process for the programmatic EA and the four GES EAs. The scoping process will consist of a 30-day period for written comments.

DATES: Written comments on the scope of the programmatic EA will be accepted at the address below until September 29, 1995. Comments submitted after the September 29 deadline will be considered to the extent practicable.

ADDRESSES: Written comments on the scope of the programmatic EA may be sent to the FAA at the following address: Federal Aviation Administration, Satellite Program Office, ATTN: Ms. Susan Burmester, AND-510, 800 Independence Avenue, S.W., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Susan Burmester, Federal Aviation Administration, (202) 358-5408.

SUPPLEMENTARY INFORMATION: The FAA's WAAS is a system consisting of equipment and software which will augment the existing U.S. Department of Defense (DoD)-provided GPS Standard Positioning System (SPS). The WAAS will provide a signal to aircraft to support more precise navigation and landing capabilities.

The GPS satellite data will be received and processed at widely dispersed sites, referred to as Wide Area Reference Stations (WRSs). The WRS will transmit these data via existing communication links to central data processing sites, referred to as Wide Area Master Stations (WMSs). The WMSs will determine the integrity, differential corrections, residual errors, and ionospheric information for each monitored GPS satellite. Then, these calculations will be sent to the GESs.

¹¹ See *supra* note 4.

¹² 15 U.S.C. § 78s(b)(2) (1988).

¹³ 17 CFR 200-30-3(a)(12) (1991).

The GESs will transmit this information to communications satellites. The communication satellites will rebroadcast the data for navigational use by aircraft.

Generally, a WRS will be composed of computer processors, time synchronization equipment, and GPS receivers. It will require no more than 50 square feet within an existing FAA facility. Additionally, three GPS antennas will be installed on the roof of the facility. These antennas will be similar in size to existing roof mounted antennas, but will include a small dome approximately 18 inches in diameter.

A WMS will be composed of a WRS and communication equipment that will connect all of the WRSs and GESs to the WMSs. This equipment will require no more than 150 square feet within an existing FAA facility.

The proposed WAAS would be composed of 29 sites at existing FAA facilities and 4 GES sites. Five of these 29 sites will constitute the Functional Verification System (FVS): Atlantic City, NJ; Bangor, ME; Dayton, OH; Oklahoma City, OK; and Wilmington, NC. The FVS will be the testbed for the WAAS. All sites are WRSs with the exception of Atlantic City and Oklahoma City, which are WMSs. Listed below are the remaining 24 sites that would compose the initial operational system for the WAAS. All sites are WRSs with the exception of Nashua and Palmdale, which are WMSs:

Albuquerque, NM
Anchorage, AK
Auburn, WA
Aurora, IL
Billings, MT
Farmington, MN
Forth Worth, TX
Fremont, CA
Hampton, GA
Honolulu, HI
Houston, TX
Indianapolis, IN
Jacksonville, FL
Leesburg, VA
Longmont, CO
Memphis, TN
Miami, FL
Nashua, NH
Oberlin, OH
Olathe, KS
Palmdale, CA
Ronkonkoma, NY
Salt Lake City, UT
San Juan, PR

The four proposed WAAS GES sites would be located on the east and west coasts of the continental United States. Two of the proposed GES sites would be located at existing facilities in: Whitinsville, MA and Brewster, WA.

Two of the proposed GES sites will be developed in the vicinity of Hampton, GA and in the vicinity of Palmdale—Rosamond, CA.

The programmatic EA will include a discussion of the proposed action and alternatives, the affected environment, potential impacts or consequences of the proposed action, and potential mitigation measures.

Alternatives

In addition to the proposed action, the following alternatives will be considered in the programmatic EA: (1) enhancement of the existing navigation system, (2) the no action alternative under which the existing navigation system would be maintained.

Public Scoping

The FAA is conducting a scoping process for the programmatic EA and the four GES EAs. The national scoping meeting for the programmatic EA will address the overall WAAS architecture. This meeting will be held in the vicinity of Washington, DC on or about Tuesday, September 19. Further information regarding the programmatic EA and the four GES EAs will be announced in national and local newspapers of general circulation.

Issued in Washington, DC on August 11, 1995.

James C. Johns,

WAAS Project Manager, Satellite Program Office, AND-510, FAA Headquarters.

[FR Doc. 95-20264 Filed 8-15-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Dubuque Regional Airport, Dubuque, IA

AGENCY: Federal Aviation Administration, (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Dubuque Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before September 15, 1995.

ADDRESSES: Comments on this application may be mailed or delivered

in triplicate to the FAA at the following address:

Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Paul Frommelt, Chairman, Dubuque Airport Commission, Dubuque, Iowa, at the following address: Dubuque Regional Airport, 11000 Airport Road, Dubuque, Iowa.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Dubuque Regional Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ellie Anderson, PFC Coordinator, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4728. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use a PFC at Dubuque Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 4, 1995 the FAA determined that the application to impose and use the revenue from a PFC submitted by the Dubuque Regional Airport, Dubuque, Iowa, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 17, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00
Proposed charge effective date: February 1, 1996

Proposed charge expiration date: November 1, 1999

Total estimated PFC revenue: \$394,694

Brief description of proposed project(s): Rwy 13/31 Rehabilitation; acquire snow removal equipment (runway broom); replace emergency generator; terminal area sidewalk replacement; replace landside lighting system; and reconstruct t-hangar taxi lane areas.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.